

DETROIT INTERMODAL FREIGHT TERMINAL PROJECT
Draft Notes
Local Advisory Council Meeting
July 8, 2003

Purpose: To review the progress of the DIFT particularly to discuss the concepts for Alternative 2 – Improve/Expand Existing Terminals.

Attendance: See attached.

Discussion:

Meeting Conduct Procedures

Mohammed Alghurabi indicated that the meeting procedures would allow the Local Advisory Council to conduct its business first and, then, others in attendance would be allowed to make comments and ask questions.

Review of Notes of May 27th

Mohammed Alghurabi asked if there were any changes to the notes. Representative Steve Tobocman indicated that he had raised a concern about the notes in the statements about the issue of national defense. Mohammed Alghurabi indicated he had responded to Representative Tobocman's voice mail with an e-mail which indicated that the LAC meeting to which Representative Tobocman referred was not that of May 27th but of April 29th.

Scoping Meeting

Mohammed Alghurabi indicated that he believed that there was good attendance by a broad cross-section of various agencies as well as representatives of the community at the June 4th scoping meeting. Mohammed Alghurabi asked if there were any comments on the scoping meeting. There were none.

Joe Corradino indicated that the transcript had been produced in draft form the day before and he believed it was "gibberish." As a result, he would take the results of the transcription plus the notes that were taken by the MDOT Project Team and develop a final set of draft notes for submittal to MDOT.

Detroit City Council Resolutions

Mohammed Alghurabi asked Heidi Alcock of the Detroit City Planning Commission, and a co-author of the two Detroit City Council Resolutions passed on June 16th, if she had any observations about the City Council discussions that took place in conjunction with passing the resolutions. Heidi Alcock responded that the Council is concerned mostly about the environmental issues associated with the consolidated alternative in southwest Detroit and, that those impacts will outweigh any positive aspects.

Bob Johnson of Michigan's Community Information Services Department asked if there were one site that the Council would prefer over another. Heidi Alcock responded that it is hard for the Council to develop an opinion about the four terminal sites being studied as part of Alternative 2 although it has expressed its position that the case has not been made to them on how intermodal consolidation (Alternative 3) would benefit southwest Detroit.

Bill Schrader indicated that he had been driving I-75 over the last several weeks through southwest Detroit and noted that traffic backups on I-75, as a result of delays at the Ambassador Bridge, make it hard to believe that trucks can access a consolidated terminal at the Livernois Yard. He asked how traffic will be addressed if consolidation were to occur. Joe Corradino responded that the concept is to intercept I-75 traffic using the Livernois Yard as far back as Schaefer Road and direct it north to Rotunda where the trucks would intersect with a truck-only road built on railroad property and proceed to enter the terminal from the Schaefer/Rotunda area.

Bruce King, in reviewing the resolution and the letter attached to it, indicated that the number of 16,000 trucks per day is wrong and people need to understand that that number has been re-analyzed.

Joe Corradino indicated that Bruce King was correct and that the maximum number of trucks in the area under a consolidated alternative would be 4,000 per day or the equivalent of 8,000 truck movements (ins and outs). Joe Corradino indicated that the 16,000 number was not trucks but truck trips and had been used in the Feasibility Study. However, it had been explained a number of times that the truck trip numbers would be reduced and it is likely that they will not exceed 8,000 per day, even under the consolidated alternative.

Karen Kavanaugh asked if 8,000 truck trips a day was the final number for the consolidated alternative. Joe Corradino indicated that it was not, because models were still being developed to update the forecast of the number of truck trips for each alternative.

Bill Schrader asked if the truck activity at the consolidated terminal proposed for southwest Detroit was being tied into the new truck tunnel proposed by the Detroit River Tunnel Partnership. Joe Corradino indicated that intermodal is not the emphasis of the proposed truck tunnel nor is there a direct connection between the exit of the tunnel and the proposed terminal for intermodal activity in southwest Detroit.

Carmine Palombo indicated that the Detroit River Tunnel Project is still a “proposal” and it is not far enough along yet to be a “project.”

Concepts for Alternative 2

Using graphics taped to the walls, Joe Corradino provided an overview of the proposed conceptual alternatives for Alternative 2. Beginning with the Livernois-Junction Yard, he indicated that the proposed footprint of the terminal is not expected to change. He also indicated that there will be an effort to grade-separate Central Avenue and close Lonyo. In grade-separating Central from the rail yard, the platform of the rail terminal will be raised and Central Avenue will be lowered. This will be done in an attempt to minimize the potential taking of property either directly or through denial of access that could occur by building retaining walls to support the underpass at Central of the rail terminal. Further analysis of that roadway proposal would be presented to the LAC when complete.

On the CP/Expressway terminal in the area behind the Michigan Central Depot, Joe Corradino noted that expansion would be possible by two different concepts. Each involves the acquisition of the property now occupied by Southwest Hospital. Additional property would be required to facilitate access to the site from Michigan Avenue by way of 20th Street. Some of that latter property that could be eliminated from the plan under the second alternative, which proposes use of the Moroun-owned property (3 to 4 acres). Joe Corradino noted that other alternatives for expanding the CP/Expressway terminal had been examined including the expansion to the south. However, because of significant grade differences and property acquisition issues, the option was not acceptable to the Canadian Pacific Railroad. The expansion to the east of the site would

involve potential effects on historic and parkland property, including major takings of the latter and, therefore, it was also not considered a reasonable option.

Joe Corradino then discussed the CP/Oak terminal in the northwest quadrant of the Southfield and Jeffries Freeways. He indicated that a proposal was made to the Canadian Pacific Railroad to relocate the Expressway terminal to the south side of the Jeffries, opposite the CP/Oak terminal. However, because of the business alignment of the traffic at the CP/Expressway terminal, location in this northwest part of Detroit was not acceptable to Canadian Pacific Railroad. Additionally, Joe Corradino indicated that a proposal was made to expand the CP/Oak terminal to the south side of the freeway on property that was for sale by the Farmer Jack's operation. CP/Oak representatives rejected that option as it was inefficient. As a result, the proposal for expansion of the CP/Oak terminal involves moving to the north, which would cause acquisition of over a dozen businesses. Likewise, there would be some property impacts by connecting directly the terminal to an expanded interchange at Evergreen and the Jeffries Freeway.

In explaining the CN/Moterm terminal in Ferndale, Joe Corradino noted that the area to the west, which is a very dense residential neighborhood, was considered but dropped for terminal expansion. Two options were available to expand to the east, each of which reflected a different degree of curvature in the railroad tracks to provide for adequate operations. In both cases, these expansions to the east would involve the acquisition of at least a dozen business properties. A third alternative is to expand the terminal to the south into the State Fairgrounds property.

Mickey Blashfield, an observer at the meeting, asked if the maps taped to the walls were available on the Web site. Joe Corradino indicated that they were not as the maps were preliminary and further refinements needed to be made. However, the information would be available in a month and, if necessary, CD's would be available to those that were interested in receiving the maps, including members of the Local Advisory Council.

Joe Corradino also explained that Version #23 of the consolidated alternative at the Livernois-Junction Yard in southwest Detroit was on display in the room. He indicated, as a result of business discussions with the railroads, that Version #12 had been introduced as an alternative to intermodal consolidation. He noted that the difference between the two was largely the location

of the railroads in the proposed terminal. The need for two versions would allow for a business decision to eventually be made by the railroads after the environmental document were approved and if consolidation were the chosen option. That decision could not be made until there was a project. Additionally, he noted that about 50 acres of land that is a part of Version #23 had been removed to create Version #12.

At this point in the meeting, Randy Henke proceeded through a more detailed analysis of the proposals. The next part of the meeting was spent reviewing the wall maps defining each terminal.

The meeting was then re-convened. Chuck Tucker asked if the MDOT Project Team would discuss with the Ferndale City representatives the proposal for the CN/Moterm terminal. Mohammed Alghurabi indicated that such a meeting would be set.

September Public Meetings

Mohammed Alghurabi indicated that public meetings would likely be conducted as follows: September 15th in the area around the CP/Oak terminal; September 16th in the area around the Ferndale terminal; September 17th in the area around the CP/Expressway terminal; and, September 18th in the area around the Livernois-Junction Yard. He stated that the purpose of each meeting is to inform people of the proposed expansion of each of the four existing intermodal terminals and to update them on two versions of the consolidated terminal option.

Mohammed indicated that the format of the meeting is still under review. He made this comment in light of the fact that the City Council resolution asked for modification of the meeting format to include a public hearing/Q&A session. Mohammed Alghurabi requested any mailing lists that could be provided by LAC members to further expand the outreach for the public meetings. Joe Corradino indicated that approximately 20 different organizations had indicated that they would allow mailings to their membership.

Other

Mohammed Alghurabi asked for additional input from the LAC. Representative Steve Tobocman suggested a presentation be made at an upcoming LAC meeting dealing with the economic development potential that is associated with intermodal.

Mohammed Alghurabi indicated that Representative Tobocman's request would be incorporated into the next LAC meeting. Additionally, he indicated that the next meeting would deal with addressing a number of issues on which there is a difference of opinion. In that regard, Joe Corradino indicated that there are a number of items that continue to be confused in the discussion of the DIFT and he indicated that such a list of issues would be developed with input from LAC members so that a discussion of those would be incorporated into the next meeting. Finally, Joe Corradino stated that an update of the enhancement project would also be part of the agenda for the next meeting.

Public Comment

Marty Connour asked if land would be set aside for those businesses that are negatively impacted by the proposed terminal. He indicated that the business for which he works, MARS Industries on Lonyo, could be negatively impacted by the closing of Lonyo associated with Alternatives 2 and 3. Joe Corradino responded that the MARS business was a matter of concern in dealing with the Livernois-Junction Yard, and while a proposal to close Lonyo was under consideration, ways to reconnect the MARS operation to an improved Central Avenue were being studied. The objective was to provide adequate access to MARS in the future. He also indicated that if a truck-only road were developed under the consolidation concept (Alternative 3), access via the truck-only road to businesses like MARS that are customers of the railroads had been favorably discussed with the railroads. Finally, Joe Corradino indicated that if the property were negatively impacted, directly or indirectly, land that may be needed for a continuation of the business would be identified as part of the relocation process.

Bob Johnson asked if Alternative 3 were accepted, what would happen to the other terminals. Joe Corradino indicated that it is likely that no further terminal activity would be conducted behind the MC Depot by Canadian Pacific Railroad. But, he indicated that railroad activity would likely continue at other locations like CP/Oak. He did not know exactly what would happen at the CN/Moterm terminal but indicated that, in all cases, the answer to Bob Johnson's

question would be fully developed in the EIS. Randy Henke indicated that when the intermodal traffic is shifted, the volume of truck activity at each of these terminals would be reduced.

Next LAC Meeting

The next LAC meeting was set for 7:00 p.m. on August 13th. The location would be decided and the LAC would be notified in the near future.

With that, the meeting ended at 8:30 p.m.

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July 8, 2003

Attendance

Name	Representing	Phone
Ari Adler	The Corradino Group	313-964-1926
Heidi Alcock	Detroit Planning Commission	313-224-3221
Mohammed Alghurabi	MDOT	517-373-7674
Larry Arreguin	SE Michigan Governor's Office	
Mickey Blashfield	CENTRA Trucking	586-939-7000
Chris Brayman	Dearborn Police Department	
Tod Burko	Oakland County	
Don Cameron	FHWA	517-702-1826
Marty Connour	MARS	313-841-1800
Guy Corradino	The Corradino Group	305-594-0732
Joe Corradino	The Corradino Group	313-964-1926
Michelle DeSouza	State Sen. Samuel "Buzz" Thomas	313-871-2400
Jeff Edwards	MDOT Metro Region	248-483-5114
Juliet Ferd		
David Fernell		
Jim Hartman	The Corradino Group	313-964-1926
Rande Henke	Benesch	262-652-6677
Marc Higginbotham	Norfolk Southern Railway	248-351-2670
Victoria C. Inniss	CEO Wayne County	313-224-0852
Bob Johnson	Consumer Industry Services	
Dwayne Johnson		
Karen Kavanaugh	CBRA/SDBA	313-842-0986 x 26
Bruce King	City of Detroit Environmental Affairs	313-471-5103
Ken Kucel	Wayne County Engineering	313-224-8142
Mike Kunz	Benesch	262-652-6677
Stephanie Litaker	MDOT Communications	517-373-1036
Col. Lundy	Michigan Department of Military Affairs	
Mike Nelson	Dearborn Police Department	
Carmine Palombo	SEMCOG	313-961-4266
Bob Parsons	MDOT Public Involvement	517-373-9534
Sherry Piacenti	MDOT	517-373-4152
Harvey Santana	The Corradino Group	313-964-1926
William E. Schrader	Jeffries-Southfield	313-838-8387
Chris Singer	Detroit News	313-222-2127
Steve Tobocman	State Representative	517-373-0823
Chuck Tucker	City of Ferndale	248-546-2514
Dennis Zemballa	Detroit Historical Department	